

SHIPPING & WATERFRONT NEWS

AMERICAN SHIPPING FIRMS UNITE IN SHANGHAI; RATES \$41 PER TON

Four of the biggest American shipping companies of Shanghai have combined under the name of the Pacific Transportation Company, and will immediately put in a service of large freighters between Shanghai and San Francisco, to be followed in the near future with a service between this port, Japan, Manila and Southern China, says the San Francisco Examiner of June 5.

Steamers of the line yesterday were officially appointed San Francisco agents of the new corporation by a representative who passed through on his way to New York. Harry Strubbers, president of the local agency firm, said:

"The representative of the Pacific Transportation Company insisted that the names of the four companies concerned be not given out until he reaches New York. But the combination is a completed fact, and the line will be in operation very shortly."

"For the present the company will put four big freighters on the San Francisco-Shanghai run, with calls at the Japanese ports if there be space. The company already has secured three

steamers, and is now dickering for a fourth. These four will be able to keep up regular monthly sailings.

"The first steamer to leave for the new line will be the Kenkon Maru No. 8. She has a dead weight capacity of about 7000 tons. The next will be the Kenkon Maru No. 5, of about 4000 tons dead weight capacity, and the third is a freighter, the name of which is not mentioned in a cable we received today, and which told of the company's having secured the steamer."

"The company's plans are to get a number of other freighters and extend the service to include Manila, Japan and Southern China. Trans-Pacific freight rates are high at the present time. The average between here and Shanghai at the present time is \$41 a ton."

MAIL LINE WANTS GERMAN BOATS

The Pacific Mail is trying to secure at least five of the German steamers seized at Manila and other American ports, states the San Francisco Examiner of June 6, as follows:

"John H. Rosseter, vice-president and general manager of the Pacific Mail Company, and general manager of W. B. Grace & Co., returned yesterday after a long and busy stay in Washington and New York."

"Rosseter's plans for the future of the Mail Company, as already outlined, are big and include the possibility of the company's getting at least five of the large Austrian and German steamers interned in Manila and other American island ports and some of which are already on their way here."

"Rosseter said yesterday that this matter is not yet settled; that he did not yet know how many such vessels the shipping board would permit to remain on the Pacific."

"It was rumored before Rosseter's return that his stay here would be a short one, and he would hurry back to New York. But he denied this yesterday, and said he expected to be in San Francisco at any rate until the end of the year."

MATSON STEAMER HAS BIG CARGO

Wireless advice received by the shipping department of Castle & Cooke, the local Matson agency, from the next Matson liner which will arrive here from San Francisco, give her passengers and cargo as follows:

Passengers, 26 cabin; mail, 259 bags; express matter, 77 packages; automobiles, 11; Honolulu cargo, 7315 tons; Kahului cargo, 1452 tons.

The steamer is three days behind her schedule. The delay was caused by towing one of the ex-German merchantmen to the coast for repairs.

The inter-island steamer Claudine is due to steam for Maui ports at 5 o'clock tomorrow afternoon.

GERMANS TAKEN OFF OIL SHIP

Here is a story from the San Francisco Examiner of June 5, concerning two Germans who were taken off the Associated Oil ship Marion Chilcott, which calls regularly at this port with oil from California. The story reads:

"Wilhelm Plant and Benno Peters two Germans, were taken off the ship Marion Chilcott of the Associated Oil Company yesterday at Sausalito under peculiar circumstances."

"The Chilcott goes to Honolulu with oil and returns usually with a cargo of molasses. This is destined for the alcohol factory in Marin county. The Honolulu boats do not have to pass quarantine, and so Captain C. O. Anderson took his vessel directly to Sausalito and anchored there."

"It is definitely not within the province of immigration and bug inspectors to board any vessel that does not anchor in quarantine, except under direct orders from headquarters on Angel Island."

"So the Chilcott was allowed to anchor without being boarded. Yesterday morning the immigration tug was seen to go alongside the Chilcott, and so thence to Angel Island. Inquiry developed the fact that the two Germans had been taken off. Captain Anderson said that he needed two men and signed on the Germans."

CENSORSHIP IS PARTLY LIFTED

Until further notice the Star-Bulletin will print news concerning only the arrivals and departures of merchant vessels when they are engaged in inter-island business. No mention will be made of arrival or departure of vessels engaged solely in traffic with the mainland, as the voluntary censorship has not yet been lifted by Washington, although it may soon be.

Yesterday a letter was received by this newspaper from Capt. George R. Clark, commandant of the Pearl Harbor naval station, reading as follows: "I am in receipt of a letter from the director of naval communications in which it is stated that 'it is not thought necessary to apply the restrictions to local merchant vessels in the inter-island trade.' This relates to the publication of shipping news. Please be governed accordingly."

"Yours very truly,
"GEORGE R. CLARK,
"Captain, U. S. Navy,
"Commandant."

HARBOR NOTES

A Dutch steamer is in port with 3000 tons of freight and 41 Chinese sailors as passengers.

Sugar reported awaiting shipment on Kauai is as follows, by plantations and bags: Lihue, 12,000; Mahee, 15,000; Kekaha, 16,221; Kilauea, 15,851; V. Knudsen, 1250.

The Matson liner Lurline is scheduled to steam for Port Allen, Kauai, at 6 o'clock Saturday evening, to discharge freight and load cargo. She brought 100 head of livestock here for the army.

The inter-island steamer Mauna Loa brought the following freight from Kauai ports yesterday: 6000 bags of Grove Farm sugar, 42 empty oil drums, nine barrels of honey and four autos.

The Matson motor schooner Annie Johnson is loading sugar at Hana, according to the trip report of Purser J. F. Mackenzie of the Claudine. She has 800 tons of Hana sugar and \$64 from Mahukoua.

The inter-island steamer Claudine arrived this morning from Maui ports. She brought 26 cabin and 259 passengers. Her inward freight included 765 bags of sugar, six of peas, four of spuds, one auto, and 288 packages of sundries.

All main deck space for the sailing of the inter-island steamer Mauna Kea at 3 o'clock Saturday afternoon for Hilo has been taken by the army, as a company of infantry will leave on the boat for a stay at the Kilauea military training camp on the Big Island.

PASSENGERS ARRIVED

Per inter-island steamer Claudine, June 14.—From Hana: R. R. Motoki; from Kahului—Mow Kail, Mrs. Yip See, Kim Yow, Yow Hara, Mary Kapa, B. D. Stegman, Mrs. Stegman, Joe Dian, M. Roar, Katekara, Jno. Ferreira, Mrs. Ferreira, H. H. Yama, M. J. Moura, Mrs. Moura, Miss Moura, F. B. Weinheimer, H. Howell, F. B. Cameron, E. J. Hammer, J. B. McSwanson, M. Inabufi, E. Tanaka, Sum Kee, G. Inutsuka.

PICTURES OF KAISER, EMPEROR AND SULTAN SCATTERED BROADCAST

[By Associated Press] SOURABAYA, Dutch East Indies.—Printed portraits of the German Emperor, the Emperor of Austria-Hungary and the Sultan of Turkey have been spread broadcast among the natives here, particularly in the province of Sourabaya. The Dutch government has ordered that such prints shall be seized. Where they come from is unknown.

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CRUISER AZUMA REACHES PORT

Returning from San Francisco after taking to that port the remains of the late American ambassador to Japan, George W. Guthrie, the Japanese cruiser Azuma is in port, docked at the navy pier.

The big fighting craft is taking on 600 tons of bunker coal before proceeding to her home port in Japan. The coal is being supplied by courtesy of the navy department. Japan now being an ally of the United States in the world war.

The only visitors aboard the Azuma today were the reception committee of Japanese citizens who entertained the cruiser's personnel when she was here about a month ago, and who entertained the Japanese naval training squadron cruisers Tokiwa and Yakumo last week. Chairman S. Awaki and Treasurer Y. Takakuwa called aboard the cruiser this morning, welcoming Commander Niino and his officers.

Viscount Tamura, who accompanied the ambassador's body to Pittsburgh, where internment took place, is not on the Azuma, but will leave San Francisco on a T. K. K. liner within a few weeks.

Tomorrow night representative Japanese citizens and businessmen will entertain the Azuma's captain and officers at a dinner at Tokiwa-en, on Nuuanu avenue.

Before the cruiser resumes her return voyage her officers will be entertained by Consul General Rokuro Mori at his residence on Nuuanu avenue.

KRAETKE MAKES GOOD TIME BACK

With 1300 tons of island sugar in her hold, which she took aboard at Hilo, the ex-German steamer Straals sekretar Kraetke returned this morning from the Big Island port, and is today completing her cargo here, loading about 500 tons more at the railroad wharf.

According to her captain, the former German merchantman, now the property of the U. S. shipping board, made an average speed of eight knots an hour coming back from Hilo. She returned in 24 hours' steaming time, four hours better than she made going over.

After the Kraetke goes, the next ex-German freighter to take a sugar cargo to the coast will be the Elissa, now being repaired at her berth at the navy slip just west of Pier 6. She can carry about 8500 tons, as her 10,000 ton cargo capacity is reduced by 1500 tons of general cargo which has been lying in her holds for three years, ever since she fled Sydney harbor by night in 1914 and steamed to Pago-Pago, American Samoa, for refuge in an American port.

Hamakua Inquiry Is Now Finished

Investigation of the explosion and burning of the inter-island freight steamer Hamakua in Alalakeli Channel, between Maui and Kahoolawe, has been concluded by the local U. S. inspectors of steam vessels. Findings of the inspectors are expected to be made public some time next week.

According to Capt. Joseph J. Meaney, U. S. inspector of hulls today, the hearing was completed yesterday. Those who appeared before the inspectors and concluded their testimony included the Hamakua's master, Capt. Carl Wichert, her second officer, chief engineer, assistant engineer on watch at the time of the disaster, quartermaster and watchman on watch, and four seamen.

The investigation began June 1, the disaster having occurred at 4:25 o'clock the morning of May 30, Decoration Day. Two lives were lost, the chief engineer, who was killed in the explosion which followed about a minute after fire was discovered in the hold, and a boatswain, who drowned when a lifeboat being lowered from the burning vessel capsized, throwing the men into the water.

PASSENGERS DEPARTED

Per inter-island steamer Mauna Loa: Mrs. Chong Hon and daughter, Yark Kam, Hee Fat, Mrs. S. H. Deha, Mrs. W. C. Brewer, R. C. Macfie, Miss Victoria Castro, Miss Beatrice Ching, Miss Tuya Sakuma, Miss Rosa Kauhane, Rosali, Alha, Miss Naomi Kaulama, Miss Helen P. and Miss Annie Vacilio, Master Chung Mee, Miss Lucy Ing, Mrs. G. J. Gonser, T. Oaki, Miss G. Wiecke, Miss Lucy K. Peabody, Mrs. Edgar Henriques, Mrs. Ellen Divigio, Mrs. A. Akana, Mrs. Sam Nuanu, Mrs. F. Zoller, Miss Lizzie Pihomoku, G. Ishii, Miss Ishii, Miss L. Ishii.

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'WHITE PALACE' IS NOW DESERTED

[By Associated Press] CHIHUAHUA CITY, Mexico.—Once the powerful Don Luis Terrazas lived in his palace of white marble on the Alameda, surrounded by a retinue of servants, secretaries and retainers which gave his establishment the appearance of a royalty.

Now the "palacio blanco"—the white palace—is deserted, its palm garden made fodder for the cavalry horses of Villa's bodyguard when he was in command here. General Terrazas and his family are in exile in El Paso and the Terrazas millions have been scattered by the winds of revolution.

First came the hordes of the Madero revolution which swept over the vast Terrazas estate like a plague of locusts, devouring, killing cattle and pillaging the ranch houses. Then the Orozco revolution levied its tribute upon Don Luis and his wealthy family. Then came Villa and his revolutionists to complete the destruction. Now the vast Terrazas cattle ranches are barren of beef cattle, the ranch houses are wrecked or burned, the country and town houses of General Terrazas and his family are in disrepair and the entire Terrazas family continue to live in the United States.

Fate has heaped her loss heavily upon the stooped shoulders of the old Mexican general. His son, Luis Terrazas, Jr., was held in prison more than two years by Villa and recently died in exile from the effects of his confinement. His son (grandson and namesake of the old general) was arrested in Mexico City and condemned to be shot as a revolutionist; another grandson was killed during one of the revolutionary battles while a third was wounded and never recovered his health.

Friends of General Terrazas say he lives for the day when he can return to his native land and his one hope is said to be that he will survive to see the family reestablished in their abandoned homes in Mexico.

COAT-OF-ARMS AGAIN ON U. S. CONSULATE

[By Associated Press] JUAREZ, Mex.—After the absence of a year, the coat-of-arms of the American consulate again has appeared on the side of an adobe building just off the main street of this little border town, and Americans from the interior may now register with American Consul Thomas D. Edwards.

When the Carlisle incident occurred last year the feeling against Americans here became so acute that Consul Edwards was ordered to close his consulate and seal it with the official seal of the United States government. This was done and, since that time, the American consulate has been located in the federal building in El Paso. With the return of peace in Northern Mexico the consul has returned with his records and files and the American flag again will fly from the flagpole alongside the German flag on Mexican holidays.

VITAL STATISTICS

BORN
MENDES—In Honolulu, June 7, 1917, to Mr. and Mrs. John Mendes, Jr., of 231 Perry street, Auwalolima, a son, Melvin Theodore.

MARRIED
ROBERTSON-BOLIN—In Honolulu, June 13, 1917, Manley S. Robertson and Mrs. Jennie Bolin, Rev. Samuel K. Kamalopili, assistant pastor of Kaunakapili church, Palama, officiating. Witnesses, Fred Huber and Mrs. Lily Ohlman.
PONIAULANI-ROCHFORD—In Palam, Maui, June 3, 1917, Oliver K. Poniaulani and Mrs. Emily Rochford, Rev. Father Francis of the Pala Catholic church officiating.

LOSIN-AKANA—In Wailuku, Maui, June 3, 1917, Alfred Losin and Mrs. Mary Akina, Rev. Father Justin, pastor of the Wailuku Catholic church of St. Anthony officiating.

DIED
KAMEHAMEHA—In the Queen's hospital, Honolulu, June 13, 1917, High Chief Lot Kapuwaia Kamehameha of Kamehameha IV road, widower, a native of Hawaii, 33 years old.

TAYLOR—In the Queen's hospital, Honolulu, June 12, 1917, Henry Taylor of this city, colored, married, a native of Tennessee, 50 years old.

WAIWALO—At Mahalan hospital, Wailuku, Maui, June 3, 1917, Mrs. Dorcas Lua Waiwalo, wife of Joseph K. Waiwalo, a native of Hawaii, 26 years old. Buried last Monday in the Wailuku Catholic cemetery.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

NOTICE
Intending deck passengers per the Steamship "Mauna Kea" sailing from Honolulu, June 16th, are hereby notified that all Main Deck space has been sold.

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Date—	High Tide		Low Tide		Sun		Moon		Moon		
	Large	Small	Large	Small	Rises	Sets	Rises	Sets	Phase	Age	Days
June 11	8:43	1.2	9:59	3:26	5:17	6:48	5:17	6:48	1/2	1	11
" 12	9:35	1.0	11:08	4:05	5:18	6:49	5:18	6:49	3/4	2	12
" 13	12:05	1.3	10:32	4:43	5:19	6:50	5:19	6:50	1/2	3	13
" 14	12:55	1.6	11:33	5:21	5:19	6:51	5:19	6:51	3/4	4	14
" 15	1:37	1.8	12:00	6:00	5:19	6:51	5:19	6:51	1/2	5	15
" 16	2:18	1.9	1:07	6:39	5:19	6:51	5:19	6:51	3/4	6	16
" 17	2:59	2.0	1:35	7:20	5:19	6:51	5:19	6:51	1/2	7	17